More Aircraft for Airlines

28. SHRI SHIV PRATAP MISHRA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have finalised a proposal to purchase more aircraft to augment the fleet of Indian Airlines and Air India; and

(b) if so, what are the details in this regard?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Government have approved the proposal of Air India for acquiring four Boeing 747-400 passenger aircraft at an estimated cost of Rs. 1962.05 crores including foreign exchange element of US $667.9 million.

As regards Indian Airlines, twelve more Airbus A-320 aircraft are due to be added to the fleet in 1993 and 1994 in terms of the purchase agreement signed by Indian Airlines with Airbus Industries on 5 June 1989.

Losses to BCCL and ECL

29. SHRI SHIV PRATAP MISHRA: Will the Minister of COAL be pleased to state:

(a) whether Bharat Coking Coal Limited and Eastern Coal fields Limited are running in loss; if so, the details thereof during the last two years;

(b) what are the reasons for the losses; and

(c) the measures proposed to be taken to reduce the losses?

THE DEPUTY MINISTER IN THE MINISTRY OF COAD (SHRI S. B. NYAMAGOUDAR): (a) During 1989-90 before adjustment for Coal Price Regulation Account (CPRA) Bharat Coking Coal Limited and Eastern Coalfields Limited showed a loss of Rs. 282.53 crores and Rs. 245.01 crores respectively. After adjustment of CPRA and prior period adjustment they showed a profit of Rs. 51.33 crores and 76.43 crores respectively during that year. The Accounts for 1990-91 are yet to be finalised.

(b) The main reasons for losses in both the companies are predominance of high cost underground mines, difficult mining conditions, exhaustion of reserves and large work-force. In addition, frequent interruptions in power supply disrupt production.

(c) The following steps are being taken for improving performance and reducing the losses of Bharat Coking Coal Limited and Eastern Coalfields Limited.

1. Rationalisation of manpower.
2. Redeployment of manpower.
3. Training for skill upliftment.
4. Voluntary retirement scheme.
5. Improving productivity.
6. Increasing production of superior grades of coal, wherever available.
7. Intensive monitoring of identified mines.
8. Segragation of feeder lines and uninterrupted power supply.

Grounding of Airbus-300 aircraft

30. SHRI KRISHNA KUMAR BIRLA:
SHRI GHUFRAN AZAM:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that three Indian Airlines Airbus-300 aircraft have been lying idle at the Bombay airport for several months because of the refusal by the engineers to attend to their maintenance;

(b) if so, what are the reasons that the engineers are refusing to attend to these aircraft;

(c) what steps have been taken by Government to resolve the issues involved; and

(d) what is the estimated loss suffered by Government as a result thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) to (d) A Statement is attached.

Statement

(a) On an average, two to three different Airbus A300 aircraft have been on routine maintenance for major inspection and repairs at different times during 1991. Some delays in completing the work occurred due to the licensed aircraft engineers not cooperating fully to carry out the tasks in time.

(b) The aircraft engineers were not cooperating fully as their demand for parity in emoluments with Air-India has been referred to the National Industrial Tribunal by the Government for adjudication.

(c) Notwithstanding the reference of the issue to National Industrial Tribunal for adjudication, certain financial issues which are of major concern to Indian Airlines and Aircraft Engineers Association representing the Aircraft Maintenance Engineers, are being bilaterally discussed and resolved between the Indian Airlines' Management and the Association. Presently, the engineers have been extending full cooperation.

(d) Since scheduled requirements were being met by suitable deployment of the available fleet and additional effort put in by the Executive Engineers in the licensed category, there was no calculable financial loss on this account.

Billing System of DESU

31. SHRI KRISHNA KUMAR BIRLA: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether Government have set up various committees from time to time during the past few years to study the billing system of DESU and the problems being faced by the consumers:

(b) if so, the details of the reports submitted by these committees;

(c) whether Government have examined the reports of these committees indepth;

(d) if so, the outcome thereof; and

(e) the details of the fresh measures Government propose to take to simplify the billing system of DESU ?

THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) to (d) The Department of Administrative Reforms and Public Grievances had conducted a study on the simplification of procedure for billing and refund of security deposits by DESU. in their report, it has *inter alia* been suggested to follow a uniform procedure in all the Districts for preparation of meter-sheets; introduction of rotational meter reading; identification of connections where bills have not been issued for more than a year; introduction of spot billing system on trial basis; feasibility of issuing the first bill on actual reading and the next bill on assessment basis on monthly/bi-monthly intervals; dispensing with the system of security deposit for Government accommodation and transfer of security deposits in case of private accommodation etc.

As a result of the implementation of many of the suggestions of the Study Team, and taking other measures to improve and simplify the billing procedure in DESU and gradual stabilisation of the computerised billing system, DESU has been able to considerably bring down the incidence of incorrect and delayed billing.